Government consider either going there or discussing with any of those people in Cuba to control HIV/AIDS or transfer of HIV/AIDS from pregnant women to children?

SHRI DINESH TRIVEDI: Sir, I am grateful to the hon. Member. Certainly, we will take all these points in a positive manner. Whatever is going to be effective in controlling this dreadful disease, we certainly take notice and whatever is required to be done, we will, certainly, do it.

Security Audit by FAA

*268. DR. E.M. SUDARSANA NATCHIAPPAN:††
SHRI SANTOSH BAGRODIA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the US Federal Aviation Administration (FAA) conducts a security audit of the domestic airlines of India;

(b) if so, the agreement under which such an audit is allowed;

(c) whether it is also a fact that FAA has indicated its reservation regarding security measures taken by certain domestic airlines; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) No, Sir.

(b) and (d) Do not arise.

DR. E.M. SUDARSANA NATCHIAPPAN: Sir, I would like to know whether the Government of India is following any international standards of security audit by which our security system is in tact in the context of the terrorist attack in various positions.

SHRI PRAFUL PATEL: Sir, I think, all of us are equally concerned about the security as the rest of the world, and, therefore, we do follow the best possible security measures. In fact, after the hijacking of our aircraft, the entire security at all major airports has been handed over to the CISF so that there are uniform standards which are applicable. Also, we have a Bureau of Civil Aviation Security which monitors security at all airports across the country, and thus, try to adopt best practices which are followed elsewhere. It is an on-going process. I cannot give any specific details until asked for. But I can only assure the House that over a period of time, our security systems have gone better. We have more modernisation; we have more technological upgradation also, including better manpower training at the airports.

However, in our context, security at airports is of prime concern, and with the increasing activity which we witness in many of our cities and across the country, I

††The question was actually asked on the floor of the House by Dr. E.M. Sudarsana Natchiappan.

think, we need to be even more vigilant; and we are taking all possible measures in our context.

DR. E.M. SUDARSANA NATCHIAPPAN: Sir, for practical purposes, we find that under the system, which is followed now, the CISF is not treating the passengers with proper respect and honour. They are treating everybody in a manner as if he is a terrorist. So, I would like to know how they can be trained in a proper way. Their manpower has been increased but the security measures should be taken without harassing the passengers. So, what new methods are being followed by the system to find out the real culprits and not harassing the regular passengers?

SHRI PRAFUL PATEL: Sir, if there is any specific instance which the hon. Member would like to point out, I will be happy to get it corrected. But, to say in general that in our security systems all passengers are being harassed at the airports would be unfair to the security personnel also for the simple reason that we have all travelled across many countries in the world, and, I think, our system is quite relatively user and passenger friendly. In fact, it is not as cumbersome as in many other countries. So, I do not wish to say in generality that it is not in line with the best practices. However, if there is any area for improvement, if you have any suggestions or if you have come across any ill-treatment, please bring it our notice. We will be happy to try to get it corrected.

SHRI RAJIV PRATAP RUDY: Sir, on earlier occasions also and the Minister is also aware, the Regulator as far as airport security is concerned, is the Bureau of Civil Aviation Safety which is a small organisation which looks after the overall security of the airports. But the operational level and the field level is controlled by the CISF which was inducted during the NDA regime. Now, the question here is that the CISF, the controlling authority of the CISF, is the Ministry of Home. It is not responsible. Even if the Minister wants to take an action against a constable of the CISF, he doesn't have the authority for that. So, there is a complete dichotomy in the situation where the Civil Aviation Minister of the Ministry has no control on the CISF. I have nothing to say about the performance of the CISF; it is doing well. But if the Minister is accountable for the action of CISF, what is the authority of the Minister on that organisation because they report to the Home Ministry and the Home Secretary? And there is a very loose coordination, because there is a regulator called COSCA who heads this organisation in the Civil Aviation Ministry. The entire field force is that of the CISF, which has nothing to do. I would just like to ask the Minister whether he is thinking of devising, or requesting the Government, to create a stronger channel of control as far as the airport security and CISF are concerned, which is related to his Ministry. Or, is the Minister thinking of setting up a separate force, or co-opting force from the CISF to be responsible to the Civil Aviation Department? Has the Minister something in mind about this?

SHRI PRAFUL PATEL: Well, technically you are right that CISF is in the domain of the Home Ministry. However, I do not think it is completely at arm's length from the Civil Aviation Ministry. After all, the BCAS is in charge of overall security. CISF also reports to the...

SHRI RAJIV PRATAP RUDY: No, it does not report...

SHRI PRAFUL PATEL: I said, technically you may be right but it does not work like that. After all, there is an interface. It is not as if the CISF would not listen to the suggestions or any issues which the Civil Aviation Ministry or the BCAS may raise. So, there is a dialogue; there is an interface. Technically speaking, that is true, but overall security of the airport cannot be in isolation. After all, it is part of a city and it is part of our country. Therefore, the Home Ministry also has to look after the other facets of security. Anything outside the airport precincts falls in the domain of the local police and, therefore, the Home Ministry and the Civil Aviation Ministry have to work together.

SHRI ARUN JAITLEY: Sir, most countries in the world do not have any exempted categories based on a VIP culture where they are exempted from security frisking. We are one of the few countries in the world which has it. Therefore, the security personnel at the security checks are always faced with a Hobson's choice as to whom to frisk and whom not to frisk. Is the Minister willing to consider a regime where everybody is subjected to the same security treatment, irrespective of any special preferred status of individuals?

SHRI PRAFUL PATEL: Well, I think this decision has to be taken by everybody including the Members of Parliament. I recall, in this very House, there was an incident where the security of a very important person became such a big issue that all...*(Interruptions)*...

SHRI S.S. AHLUWALIA: No Member of Parliament can seek this immunity.

SHRI PRAFUL PATEL: Please, I am not trying to defend anybody. I am only trying to say that these are decisions that all of us, in our collective wisdom, have to take. I follow a protocol laid down as per the rules of business, and there are certain categories which are exempt, and I only follow what has been given to me. I do not devise categories. Our Ministry is only following the protocol which has been spelt out. If there is any change to be made, I think it would involve a larger discussion.

SHRI BALBIR PUNJ: Protocol spelt out by whom?

SHRI PRAFUL PATEL: As far as I am concerned, I cannot say anything on this because I am nobody to decide on my own whether the 'x' category or 'y' category of people should be exempted or not.

SHRI BALBIR PUNJ: Mr. Chairman Sir, who sets these categories?

MR. CHAIRMAN: Please. I think, the procedure is known.

SHRI BALBIR PUNJ: No, Sir. It is not known. We would like the hon. Minister to educate us on that.

SHRI S.S. AHLUWALIA: The Minister said that he got this exercise in legacy. ...*(Interruptions)*...

MR. CHAIRMAN: Please.

SHRI PRAFUL PATEL: I hope, at least, most of you know that there is an order of precedence which has been set out. It is not decided by the Ministry of Civil Aviation and that is notified...*(Interruptions)*...

SHRI BALBIR PUNJ: You are speaking for the Government of India. It is decided by the Government and you are speaking on behalf of the Government of India.

SHRI PRAFUL PATEL: I mean to say that it is an order of precedence which is notified.

SHRI RAJIV PRATAP RUDY: We all know what you are saying and the question is very clear to you. You know what we are asking. *(Interruptions)*

MR. CHAIRMAN: Shri Naik.

SHRI SHANTARAM LAXMAN NAIK: Sir, recently, there were two unpleasant incidents where the former President of India, Shri Abdul Kalam, and veteran actor, Shri Shahrukh Khan, were frisked by officials of a foreign airlines at one of their airports. Shri Abdul Kalam and veteran actor, Shri Shahrukh Khan, were frisked and humiliated. A lot of noise about the incident was raised even in the House. The Minister had assured that appropriate measures would be taken in this regard. I would like to know from the Minister about the follow-up action he has taken after former President, Shri Abdul Kalam, and actor Shahrukh Khan were frisked and humiliated.

SHRI PRAFUL PATEL: Sir, these are all security audits. I can only say that in the case of the former President, we had taken up this issue and I think, after an apology has been tendered, that matter has been put to rest. I do not think we should rake up these issues again and again.

MR. CHAIRMAN: Question No. 269.

SHRI SANTOSH BAGRODIA: Sir, I know that I am late. But kindly give me a chance.

MR. CHAIRMAN: I am afraid you were not here.

SHRI SANTOSH BAGRODIA: Kindly give me a chance.

MR. CHAIRMAN: I would like to, but I can't.

SHRI SANTOSH BAGRODIA: It is still going on. Give me a chance this time. One question only. I came before the question was over and my colleague was already there. Give me a chance. I will quickly ask a question. ..*(Interruptions)*.. Can I?

MR. CHAIRMAN: It is all right. I give you one minute. Ask the relevant question.

SHRI SANTOSH BAGRODIA: Thank you, Sir. I will not take more time. I just want to know from the hon. Minister: Is it also a fact that audit by FAA is going on in the country? If it is going on for air-worthiness, whether he has details of such airlines and what corrective steps are being taken on that?

SHRI PRAFUL PATEL: Sir, the question pertains to security audit by FAA. I have only answered that there is no security audit which is conducted by FAA. We are not under their jurisdiction for conducting security audit. That is our view. We are to follow international best practices and norms. The question that you are trying to ask me is about FAA audit of the procedures which are being followed by the DGCA. There is an IASA Certification which is required. It is an International Airworthiness Certification. The norm which is to be followed by most countries, that FAA audit for India has been completed and we have got an IASA Category-1 Certification which means that all our systems are in place according to the best practices prevalent anywhere else in the world.

Investment in infrastructure

*269. SHRI SHYAMAL CHAKRABORTY:
SHRI MOINUL HASSAN:††

Will the Minister of FINANCE be pleased to state:

(a) whether Government has emphasized the need to increase investment in infrastructure to more than nine per cent of GDP by 2014; and

(b) if so, the details of proposed investments sector-wise?

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): (a) and (b) A statement is placed on the Table of the House.

Statement

(a) For sustaining a growth rate of 9% in GDP in the Eleventh Plan, investment in physical infrastructure has been targeted to increase from around 5% of GDP in the base year of the plan 2006-07 to 9% by the terminal year 2011.12. However, no targets have so far been set for the period beyond 2011-12.

(b) Sector-wise investments projected for the Eleventh Plan are as under:

(Amount in Rs crore at 2006-07 prices)

Sector	Eleventh Plan (Projected investment)		
	Amount		Share (%)
	Rs. (crore)	US$ billion (@ Rs 40/$)	
1	2	3	4
Electricity (incl. NCE)	666525.00	166.63	32.42

††The question was actually asked on the floor of the House by Shri Moinul Hassan.